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The following is a report of activities with the WA-Trans Project since the Steering Committee met October 23, 2006.

Puget Sound Pilot (Phase I):

The Puget Sound Pilot is making great progress. However there is still a great deal to do. The requirements for The National Map and the CAP grant will be completed prior to the end of January as requested by TNM. We are working very hard on the creation of translators to the Puget Sound Regional Council and to The National Map. While our use of the money from the grant runs out December 29, the people with TNM don't want the data before the end of January. We have been working with them to develop classification crosswalks and to make sure our variables translate properly to their data structure. It is gratifying to realize how close their structure is to ours. Once the data is prepared and translated for PSRC they will work with us to perform QA/QC on the combined data set. We will again develop test plans to use in the future from this process.

We have had to spend time integrating the agreement point data with Pierce and King County data. This actually leads to three separate data sets requiring integration and QA/QC.

Meanwhile Pierce County has tested their data in WA-Trans. With the exception of some changes to the data since they last provided it, there were no problems. That is interesting for two reasons. First it shows that the translation process didn't introduce any errors or changes to the source data. Second, we now have a measure for the rate of change of Pierce County data. That is approximately 8% annually. If other urban counties are growing at this rate it makes the need for WA-Trans even greater, because of our plans for regularly updated information. We are also running the same tests that Chuck ran on the Pierce County data to validate his results and develop test plans that can be used for other data providers in the future.

King County is much more complex for a variety of reasons. They have just released the T-NET data to their partners. They don't have time to test the data prior to providing it to TNM; however they have confidence in it for those purposes. As we have shared previously their data does not have the CRAB Mobility data included so we have to conflate this data. That involved development of a linear referencing system for them. This is not necessary to meet the

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requirements of the USGS and so is tabled until after we have completed the grant requirements. They will test their data as Pierce County did in the New Year and we will document their test plans as well.

We will be having a detailed lessons learned meeting at the end of January to use as part of the final report for the USGS. We will share the results of that with the Steering Committee. Once we complete the requirements of the USGS we will continue to work on providing translators from WA-Trans back to the King and Pierce Counties. We are finding the development of translators to be very time consuming and requiring the development of some expertise. Thus developing the translators back to the local governments will be done as time allows. We hope to have students working with us on the One-Road Pilot and this may be something they can learn to do. We still have to put WSDOT data into the data set and start seriously looking at adding additional modes (at least ferries and railroads). We can also consider adding Forest Service and DNR data where appropriate. We have to develop data sharing agreements as well. Thus we will continue to report on this pilot for the next several months.

Special thanks must go to Chuck Buzzard and Pierce County GIS, Mike Berman and King County Metro Transit, and Andy Norton and Puget Sound Regional Council. Any success we are having with this pilot has been largely due their considerable commitment and time and the attitude of collaboration they have all brought to the effort!

One-Road Pilot Phase I:

Michael and Tami attended a meeting with Central Washington University GIS Faculty and the affiliated Center for Spatial Information regarding development of an agreement for student labor on the project. The meeting was very positive. There is still a lot of work to complete to set up a partnership and test to see how it will work. However, there is defiantly an opportunity.

Tami has been discussing with ESRI and Oracle the possibility of a Public Private Partnership in the development of the WA-Trans Portals. ESRI has made a concrete offer. When we have requirements complete for the portal we can determine how well what they are offering will work and if and how we can work with them.

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Tennessee DOT is pursuing doing a pilot similar to our Puget Sound Pilot with a county in their state. This would include agreement points and translation using the processes we are developing.

We had a Joint Application Development Session (JAD) in Pendleton, OR at the end of November. Because of the weather we didn't have full attendance but those that did attend were very active participants and a lot of information was gathered. We had Ian Von Essen and Cathy Udenberg and Florinda Paez (Benton County) from Washington, Chad Brady from ODOT, Mike Englemann from the University of Oregon, representatives from both Morrow and Umatilla Counties in Oregon and the WA-Trans Team attending. We got a lot of information, some of which Michael will present at this meeting. However, there is still a lot of work to complete detailed specifications. We will use those to either do an RFP or to develop a partnership with a public entity for the portals. We will provide the Steering Committee with detailed results when they are completed.

Funding and Future Plans:

We are still waiting to see if WA-Trans will get any funding from the Traffic Safety Federal 408 funds. There is the possibility that we will get funds to develop more infrastructure for the Portals. It is also possible, but less likely, that we will get funds to extend the Puget Sound Pilot into Snohomish and Kitsap Counties.

Because of the success of the Return on Investment Tami will be working with George to see what options exist for pursuing legislative funding. We have to have the WSDOT economist look at the results and then figure out how the "package" them for the clearest communication. We will share that with this group when it is complete.

Communication and Participation:

Tami will be presenting on the Return on Investment Study at the GITA conference in early March in San Antonio, TX. Both Tami and Michael will participate on a panel on the One-Road pilot during the GIS-T conference in Nashville, TN in late March. The whole conference-wide session will include details about WA-Trans and OR-Trans and what we are doing, how we are doing it and why other states are interested in participation. It will be a 90 minute panel focused on WA-Trans. We hope to solicit other states actively as a result of this. We will

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also be holding the annual meeting of the multi-state Advisory Team of the One-Road pilot during that conference.

We have added DSHS as a more active partner. I am also going to speaking with someone from the Office of the Superintendent of Public Instruction when time allows as well as someone from the Department of Revenue. Jason Guthrie has determined he is too busy to be in the Steering Committee any longer but will continue to participate at a partner level.

Next Meeting:

Our next meeting will be Wednesday April 18, from 9 a.m. to noon in Olympia and the Transportation Building room 2F-22.